

**Prices and Prospects.****Demand for Coke of All  
Grades is Coming Close  
To the Vanishing Point**

**Less Surplus Spot Than Is  
Apparent From the Free  
Offerings.**

**CONSUMPTION DECREASES**

In All Except Heating; Spot Furnace  
Quoted at \$4.00; Foundries Buying  
Very Sparingly at \$3.50-\$3.75;  
Level Must Undergo Change Soon.

Special to The Weekly Courier.

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Foundries are buying coke very sparingly. Operations at many foundries have decreased and there does not seem to be much business ahead. Thus with current consumption lighter and with prospects uncertain the foundries are very conservative and are buying only from hand to mouth as actual necessity arises. Foundry coke is weaker, perhaps, but it does not seem to be notably lower. The market stands quotable unchanged as follows:

Spot furnace ..... \$4.00  
Contract furnace ..... \$4.00  
Spot foundry ..... \$3.50-\$3.75

It goes without saying that the furnace coke market cannot stay at its present level, well below the cost of production, unless there is a great decrease in costs. A little wage cutting has occurred at some nonunion coal mines outside the Connellsville region in the past week or two, leading some observers to think the same thing may occur in the region. The common opinion is that in the long run the coke industry will be worse off if it starts cutting wages. A recovery in coke prices, as soon as present surpluses are liquidated by ovens going out, is therefore remote.

The Pittsburgh district coal market has softened farther, and steam numbers in the district is generally going at less than \$2.00, with \$1.00 the top price on steam slack. Gas slack is \$1.20 to \$1.30. Steam lump from the Fairmont district has gone at the new low price of \$1.55.

Basic pig iron remains quotable at the recent decline or at \$34. Valley,

with no activity. Bessemer has not declined further. Foundry iron has now price is commanding some respect as there has been a little forward buying at it. Some producers claim pig iron prices are below the cost of production, but a difficulty in the market situation is that many of the idle furnaces have stocks, and these furnaces think more of prospective costs than of recent costs when it comes to naming prices. The market is quotable as follows:

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Basic ..... \$26.00  
Country ..... \$24.00-\$24.50  
Malleable ..... \$24.00-\$24.50

**COKE FREIGHT RATES.**

The freight rates on coke from the Connellsville district, which includes what is officially known as the Connellsville region (Somerset, Fayette and Greene districts) and the Lower Connellsville district (often called the Klonkirk and sometimes the Masontown district) to principal points for shipment are as follows per carload of 2,000 pounds, effective July 1, 1922:

Destination	Rate
Baltimore	\$3.21
Buffalo	2.38
Carson City	4.14
Cleveland	2.77
Columbus	2.77
Detroit	3.45
East St. Louis	2.77
Harrisburg	2.90
Joliet	4.18
Kentville	4.16
Milwaukee	4.79
Montgomery	4.69
Philadelphia	2.52
Pittsburgh	1.91
Port Henry, N. Y.	4.54
Port Maitland, Ont.	3.28
Pottstown	2.77
Roslyn	2.25
Richmond, Va. (B. & O.)	4.69
Richmond, Va. (P. R. R.)	4.79
South Bethlehem	3.58
Swedesboro	2.27
Wheeling, W. Va.	2.27
Valley Points	2.27
For Export:	
From Connellsville district:	
Philadelphia (F. O. B. vessel)	\$1.02
Baltimore (F. O. B. vessel)	3.02
From Latrobe district:	
Philadelphia (F. O. B. vessel)	3.02
Baltimore (F. O. B. vessel)	3.02

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## FEWER CROSSING CASUALTIES ON B. & O. SYSTEM

Compared With Last Year the Reduction Has Been 4.3 Per Cent.

BALTIMORE, Oct. 5.—Highway crossing casualties on the Baltimore & Ohio System for the months of June, July and August this year, as compared with the same months in 1922, dropped 4.3 per cent.

Comparing the three summer months just passed with those of 1922, there was a reduction of 26 per cent in the number of persons killed and injured.

These figures, just announced by the Safety Department of the Baltimore & Ohio, indicate conclusively that the Careful Crossing Campaign, which was in progress the past summer and the summer of 1922, was fruitful despite the fact that there was an increase of about 27 per cent in the number of licensed automobiles in 1922 over 1921.

There are 5,430 crossings at grade on this railroad system and it operates through states showing an automobile registration of 6,260,800. While the former figure is gradually decreasing, the latter is growing each week. It was announced recently that the automobile manufacturers had reached the enormous production of 4,000,000 passenger cars the first eight months of this year, with another quarter of a million of motor trucks.

Realizing that it would be a monster problem to contend with this year, the Baltimore & Ohio began in May last to prepare its employees to launch upon a campaign of education in an effort to point out to the automobile driver the necessity of care at highway grade crossings. The campaign, known as the Careful Crossing Campaign, and engaged in by all the railroads of the nation, was started June 1, and from that time on employees of the Baltimore & Ohio lost no opportunity to bring the objects of the drive to the attention of every operator.

But it was not to be a one-sided campaign. The employees themselves were given to understand that they should do all in their power to prevent accidents. Engineers were personally solicited by their superiors to sound whistles and ring bells before approaching every highway grade crossing. Trimmers, signmen, even the clerks, were asked to observe dangerous crossings and report any that were in need of repair.

Officers were sent out to check up engineers as to the proper sounding of crossing signals. Other observers watched automobile drivers and noted down those who did not use precautions to safeguard themselves. No stone was left unturned to assist the help of every employee, and the results indicate that everyone did his part.

There were several accidents involving casualties during the three summer months that indicated the lack of caution, or pure forgetfulness or thoughtlessness, on the part of automobile drivers.

Two women were returning from a card party in a sedan. The woman driving and her companion in the front seat had their heads turned talking to the woman in the rear seat when they came to the railroad crossing. There was a watchman there and the driver of the car was accustomed to go over the crossing several times daily, yet she carelessly drove upon the tracks, the machine was struck by a train and the two women in the front seat were killed and the two in the rear seat injured.

Five persons were killed and one injured out of six persons in a truck when the driver sent his car over the tracks after he had stopped to let a freight train pass. A passenger train on the opposite track struck the machine as it emerged from behind the caboose of the freight train. Had he waited until he got a clear view of the approaching train, the accident would not have occurred.

Two men were killed in their machine when they dashed down a road that was familiar with and tried to get away ahead of a train they saw coming at 25 miles an hour. Their machine struck the side of the locomotive, which was thrown from the tracks.

Analysis of reports of accidents that have occurred in the first seven months of this year on the Baltimore & Ohio shows conclusively that it is not the driver in the city who is responsible for accidents at highway grade crossings. Of the ten largest cities on this railroad system, there was not a crossing casualty in Philadelphia, Baltimore, Washington, Cleveland and Toledo.

In Baltimore, where there are a number of crossings and extremely heavy traffic, in 1923 up to August 1 there was only one automobile struck by a train. That was a truck. Twenty-eight automobiles ran into and broke the crossing gates and two others ran into the sides of trains passing over the crossings. No other large city on the system has such a low record of machines struck, but only in the vicinity of Pittsburgh have more gates been run into and broken.

**Floot and McGinnis Named Receivers for Jackson Coal Company**

E. R. Floot, treasurer of the Jackson Coal Company, and W. D. McGinnis, both of this city, Thursday afternoon were named by Judge W. E. Baker in United States court at Wheeling, W. Va., as receivers of the company. The company has holdings in Illinois, T. J. Cragan of Elkhorn, W. Va., filed the application for receivership.

The applicant set forth that the company was solvent but because of business conditions was unable to meet its financial obligations. Liabilities of the company total \$250,000 while property holdings in Illinois are valued at \$1,000,000.

## LESS DEMAND FOR LABOR IN SKILLED TRADES IN STATE

HARRISBURG, Oct. 8.—Retrenchment in certain industries of the state is causing a slight accumulation of labor on the market which as yet has not reached the stage of widespread unemployment, according to reports from employment offices to the Department of Labor and Industry today.

Orders have been falling off in the skilled trades, it is reported, but the demand for common labor is picking up again.

The calls for office and technical help have been falling off generally and the supply is far in excess of the demand.

Building activity has been brisk throughout the state, according to reports, in anticipation of the cold weather when the seasonal lull sets in.

There was no indication of depression in the employment reports, the situation being explained as balanced, there being few calls for workers but no wholesale let outs to the basic industries.

The seasonal farm activity at this time of year has resulted in numerous placements, quite a few women having been sought for grape picking and other harvesting activities.

The mining of coal, both anthracite and bituminous, is now in full swing, the reports show. Bituminous miners are scarce and the demand cannot be filled but there has been no shortage of hard coal miners apparent, the situation in this case, having been interrupted by labor differences which have apparently been adjusted, the miners operating now at full capacity.

The transportation situation is reported normal, some delay being experienced in Erie, Johnstown, Harrisburg and Scranton. The Pennsylvania Railroad general offices report their labor needs at present are zero.

While prosperity seems to be enjoyed by the wholesale and retail establishments at present, no indication is felt in clothing and manufacturing lines of the "seasonal demands" for goods. The refection of this sound business condition has apparently not reached the manufacturers in the form of orders as yet and when it does there is likely to be another spirit in the commodity lines.

**George S. Connell Elected Treasurer Penina Kiwanis**

ALTOONA, Oct. 6.—George S. Connell, district trustee of the Connellsville Kiwanis Club, was elected district treasurer of the Pennsylvania Kiwanis district at the state convention which concluded its sessions here yesterday afternoon. Mr. Connell was elected by a vote of 25 to 17 over Irvin E. Robinson of Harrisburg.

The nomination of Mr. Connell by former District Governor James G. Sanderson of Scranton came as a surprise. It was, Mr. Sanderson said, a reward for unusually efficient service to Kiwanians as Mr. Connell is highly honored.

Herbert A. Moore of Dubois was elected district governor over E. H. Ziegler of Altoona, 32 to 15, succeeding Dr. Wilbur B. Norcross of Carlisle. Charles F. Taylor also of Dubois was elected district secretary by acclamation, succeeding Fred S. Reese of Carlisle. Greensburg won out over Conneaut Lake as the place for holding the 1924 district convention. The convention just concluded, with more than 600 Pennsylvanians in attendance, has been one of the best ever held.

The Connellsville Club was represented by Mr. and Mrs. S. R. Goldsmith, Mr. and Mrs. L. W. Carpenter and Mr. and Mrs. George S. Connell.

**I. C. C. Reopens Hard Coal Rate Hearing**

WASHINGTON, Oct. 5.—An announcement was made today by the Interstate Commerce Commission that "for good cause appearing" the commission's investigation of rates and charges governing the transportation of anthracite had been re-opened.

The commission held one hearing on the subject, attended by only three anthracite carrying railroads. The failure of other roads to attend automatically closed the investigation. No time or place for the new hearings was announced.

**U. S. Steel Will Build at Gary**

CHICAGO, Oct. 5.—Plans are understood to be under way by the American Steel and Wire Company to erect a new plant at Gary, Ind., to employ more than 5,000 persons.

Although local officials refrain from discussing the plan, it was understood the company, a subsidiary of the United States Steel Corporation, contemplated expending \$10,000,000 on the first unit of the plant on 123 acres purchased last year.

**Henry B. Brown Coal Company Receiver**

In the announcement of the receivership for the Jackson Coal Company Friday afternoon the name of Henry B. Brown of Poplar Grove as one of the receivers was omitted.

**Long Island President Dies**

PHILADELPHIA, Oct. 5.—Ralph Peters, president of the Long Island Railroad Company, died at his home in Garden City, L. I., according to word received here by the Pennsylvania Railroad.

## LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, October 6, 1923.

Ovens In Works 15 Name of Operators Address

MERCHANT OVENS			
182	182	Beatty	Mr. Prudential Coke Co., Pittsburg
30	30	Brush	Lyman Iron Co., Pittsburg
134	134	Clare	Prudential Coke Co., Pittsburg
100	100	Blue Grove	W. J. Hartney, Inc., New York
101	101	Port Bldg.	W. J. Hartney, Inc., New York
79	79	Gilmore	Concordia Coke Co., Pittsburg
115	115	Grace	Concordia Coke Co., Pittsburg
272	272	John Marshall	W. J. Hartney, Inc., New York
316	316	Mt. Pleasant	Mr. Prudential Coke Co., Uniontown
32	32	Myers	Monongahela Coal & Coke Co., Connellsville
66	66	Nelli	West Penn Coke Co., Pittsburgh
10	10	Oliver No. 1	Oliver & Shylock Steel Co., Pittsburg
88	88	Oliver No. 2	Oliver & Shylock Steel Co., Pittsburg
20	20	Oliver No. 3	Oliver & Shylock Steel Co., Pittsburg
92	92	Pearlites	W. J. Hartney, Inc., New York
40	40	Revere	W. J. Hartney, Inc., New York
32	32	Thomas	West Penn Coke Co., Pittsburgh
1457	1458	West Penn	West Penn Coke Co., Pittsburgh

## FURNACE OVENS

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290	290	Adelaide	H. C. Frick Coke Co., Pittsburg
298	298	Alverton	H. C. Frick Coke Co., Pittsburg
307	307	Bargainay	H. C. Frick Coke Co., Pittsburg
309	309	Bethel	H. C. Frick Coke Co., Pittsburg
310	310	Bethelwood	H. C. Frick Coke Co., Pittsburg
280	280	Calmont	H. C. Frick Coke Co., Pittsburg
301	301	Central	H. C. Frick Coke Co., Pittsburg
304	304	Collier	H. C. Frick Coke Co., Pittsburg
310	310	Continental	H. C. Frick Coke Co., Pittsburg
271	271	Craigmont	H. C. Frick Coke Co., Pittsburg
199	199	Continent	H. C. Frick Coke Co., Pittsburg
120	120	Crossland	H. C. Frick Coke Co., Pittsburg
333	333	Davidson	H. C. Frick Coke Co., Pittsburg
220	220	Dorothy	H. C. Frick Coke Co., Dunbar
250	250	Edna No. 1	H. C. Frick Coke Co., Pittsburg
309	309	Edna No. 2	H. C. Frick Coke Co., Pittsburg
305	305	Edna No. 3	H. C. Frick Coke Co., Pittsburg
249	249	Hostetter	Hostetter-Civille Coke Co., Pittsburgh
312	312	Kyle	H. C. Frick Coke Co., Pittsburg
409	409	Leighmont	H. C. Frick Coke Co., Pittsburg
602	602	Leisering	H. C. Frick Coke Co., Pittsburg
481	481	Limestone	H. C. Frick Coke Co., Pittsburg
250	250	Longfellow	H. C. Frick Coke Co., Pittsburg
227	227	Lionard No. 1	H. C. Frick Coke Co., Pittsburg
350	350	Lionard No. 2	H. C. Frick Coke Co., Pittsburg
509	509	Mannington	H. C. Frick Coke Co., Pittsburg
390	390	Marguerine	H. C. Frick Coke Co., Pittsburg
195	195	Martinsburg	H. C. Frick Coke Co., Pittsburg
155	155	McDonald	H. C. Frick Coke Co., Pittsburg
406	406	Mercury	H. C. Frick Coke Co., Pittsburg
413	413	Petitions	H. C. Frick Coke Co., Pittsburg
442	442	Searf	H. C. Frick Coke Co., Pittsburg
225	225	Southwest	H. C. Frick Coke Co., Pittsburg
150	150	Standard	H. C. Frick Coke Co., Pittsburg
201	201	Standard	H. C. Frick Coke Co., Pittsburg
454	454	Trotter	H. C. Frick Coke Co., Pittsburg
350	350	United	H. C. Frick Coke Co., Pittsburg
325	325	Whitney	Hostetter-Civille Coke Co., Pittsburgh
320	320	Wright	H. C. Frick Coke Co., Pittsburgh
388	388	Yorkton	H. C. Frick Coke Co., Pittsburgh
745	745	Youngstown	H. C. Frick Coke Co., Pittsburgh

14,886 8,319

ESTABLISHED 1869 INCORPORATED 1894

JOSEPH SOISSON FIRE BRICK COMPANY

MANUFACTURERS OF

## Silica and Fire Clay BRICK

Special Shapes for Rectangular and Bee Hive Ovens, Furnace and Glass House Material.

Ship on all railroads.

DAILY CAPACITY 300,000

DAVIDSON	EIGHT PLANTS:	KINGSTON
MOYER		ENAMELED
VOLCANO		WILLIAM
LAYTON		COLUMBIA

CONNELLSVILLE, PA.

## "51 YEARS SERVICE"

By—

## Eureka Fire Brick Works

## o Much Legislation is the Trouble With Coal

overnment control of the railroads excessive regulation was blamed C. G. Morfit, Secretary of the Texas Coal Operators' Association, for many of the troubles in the road industry but in the coal industry in the course of a recent address delivered at the Teachers' Institute of McDowell County, West Virginia.

Morfit stated among other things that "Coal may be produced cannot be transported in market without transportation facilities and transportation must keep pace with the growth of industry. Otherwise industry becomes choked and stagnated."

Marketing of coal, and it is upon successful marketing this section he country depends, has been accompanied by efforts of the producer educate the consumer as to what is especially adapted to his needs.

Brick coal is an example of the

part to which this education has been carried. There are certain sections of the country that conscientiously believe they can burn no other

connection with the confusion already existing throughout the country as to coal and a shortage of

Mr. Morfit declared that the coal was not with coal or any lack production but was directly traceable to transportation difficulties. He

stated that government control of railroads was responsible for slow transportation machinery and

the Interstate Commerce Commission, too, he declared to be an important factor in disturbing transportation conditions by its frequent

in basic freight rate differences as essential for the continuance of prosperity. He likened the state Commerce Commission to a

digging under a sandbank while taking into account the danger involved. Discussing the subject further Mr. Morfit said:

"Government control and regulation of transportation that has been discontinued and demoralized not only railroads, coal and other industries, but even has spread alarm and discontent throughout the country.

In the case of the Northwest far west we see what has been done with him and his coal. The Interstate Commerce Commission charged the coal as the island movement in the upper Lake docks would

continue in customary volume grain and ore people had to have

and the change in rates made heavier for them to obtain this

modest from the nearer source of supply in the West. It is true in so far, they obtained their coal at a lower freight rate to their bins, in doing so, they have forced the vessels speaking generally to

a load on the way, returning in

and in like manner the cars

this end too have only a one-way movement.

The people of the Northwest are stampeding and want to know freight rates are so high and why they are unable to find a market for product. They have even reached the point where they believe by election of such men as Magnuson, their bills may be cured by legislation; not realizing their sickness is due to too much legislation, governmental bureaucratic attempts to control industry and railroads.

We cannot guarantee the farmer, anyone else a minimum price for product without doing likewise every other producer.

Let us do all we can to curb mistaken idea, preached by some sectional politicians, that legislation is the panacea for all business.

Let us do what we can to prevent railroads from being made the bane of the officeholder. When is done, not only coal alone, but will be benefited."

## Lines Dug Coal For 10 Hours a Day

Y FERDINAND C. M. JAHN, United Press Correspondent, IRELAND (By Mail to United Press), Hugo Staines demanding the ten workingdays knows what it is from personal experience, like most of the other German miners of industry, he is a self-made

though his father was a wealthy industrialist, young Hugo wanted to be a carpenter. When he first became an apprentice in a Coblenz business,

he was 18 (in 1888) when he left Coblenz and for 10 months dug coal any other miner far under the ground, which was at that time a 10-job.

After this experience he took successfully a position as a workman in tanneries and cokeries.

After going through such practical experience Hugo Staines went to a technical high school. In 1893 considered his education finished with 50,000 marks, which he had saved from his mother, he then decided to found his own firm, instead of going into his father's business.

These were the beginnings of Hugo Staines, who is now Germany's—may be Europe's—leading industrialist.

Practiced Divided. An order was made to Uniontown dividing Princton 2 in Germany, one portion to be known as the other No. 8. Palmer will be voting place for the latter.

## Substitute for Gasoline Found; Refined Benzol

WASHINGTON, Oct. 8.—Experiments in the operation of internal-combustion engines with motor benzol, conducted by the Department of the Interior at the experiment station of the Bureau of Mines at Pittsburgh, indicate that this type of fuel may serve as a satisfactory gasoline substitute when refined by the use of sulphuric acid or silica gel. The same tests developed the fact that crude motor benzol can not be used satisfactorily until after the removal of certain compounds which form gummy deposits and eventually stop the engine. No engine trouble whatever developed when held-refined or silica gel refined motor benzol fuel was used.

Motor benzol is a by-product from the destructive distillation of coal. From one and one-half to three gallons of refining motor benzol is obtained per ton of coal carbonized.

It is estimated that 6,202,236,000 gallons of gasoline was produced during the year 1922. The crude light oil output during the same year is estimated at 111,000,000 gallons, or 1.8 per cent of the gasoline production.

If all the coal mined were coked in by-product ovens, and the light oil recovered therefrom, this product would amount to only 15 to 20 per cent of the quantity of petroleum gasoline now produced annually. It is obvious therefore, that the light oils by present coking processes can not assume great importance as a gasoline substitute in a national sense.

However, the use of light oil as a motor fuel is of real importance in districts adjacent to by-product coking operations from which a reasonable proportion of the local motor fuel supply may be derived. The certainty of diminution of petroleum resources in the relatively near future demands the utmost utilization of gasoline substitutes from the distillation of coal as well as other sources.

The Bureau of Mines considers that the engine tests made on motor benzol warrant constructive discussion regarding the present specifications which manufacturers of motor-benzol fuel endeavor to meet. Greater emphasis should be placed on the amount of evaporation residue, rather than on certain other present day specifications such as color. It appears also that the initial boiling point might be lowered slightly below 70 degrees C.

Results of these tests, given in Serial 2517, by A. C. Fieldner, superintendent, Pittsburgh station, and G. W. Jones, assistant gas chemist, which may be obtained from the Department of the Interior, Bureau of Mines, Washington, D. C.

## Baltimore & Ohio Distributes Order 50,000 Tons Rails

The Baltimore & Ohio Railroad has officially confirmed the distribution of the 50,000 tons heavy section rails purchased several days ago for delivery in 1924. Carnegie Steel Company 25,000 tons, Illinois Steel Company 4,000 tons, Cambria Steel Company 10,000 tons, Bethlehem Steel Company 8,000 tons, Inland Steel Company 3,000 tons. An additional order was also placed with the Inland Steel Company for 2,000 tons of rails for the Baltimore & Ohio Chicago Terminal Railroad.

All of this is 109 lb. rail except 5,000 tons of 136 lb. It is expected that delivery will commence early in the year and be completed during the first six months. Including track fastenings, the cost of this material will approximate \$4,300,000.

## Coal Strike Halts Trade in Czechoslovakia

The general Czechoslovakian coal strike, which has completely stopped coal and partially coke production, is now in its sixth week, and threatens serious industrial results. A reduction in production of the principal Czechoslovakian industries will probably result if this strike is continued. An embargo has been placed on all domestic coal stocks by the government and sales are permitted only by special license. The stocks of coal on hand, however, are reported as still sufficient to meet all the current essential needs of the government and industries. Imports of Silesian coal to relieve the situation are increasing considerably.

There have been various proposals for settlement on the basis of a probable reduction of approximately 10 per cent in the old coal prices. The government now proposes an immediate 10 per cent wage reduction and a further reduction of 5 per cent on January 1.

## Railroads Earned Almost 5% in August

Class 1 railroads of the county earned in August at the annual rate of 4.9 per cent on their tentative valuation as fixed by the Interstate Commerce Commission for rate making purposes, including additions and betterments up to January 1, 1923. Aggregate net railway operating income was \$83,381,900.

Last year's net for August was \$51,275,400, at an annual rate of 2.64 per cent.

Improving Lignite as a Fuel.

Construction of an oven that turns lignite into a substance with similar heating properties to anthracite coal has resulted from experiments conducted by the United States Bureau of Mines. The Bureau of Mines made the discovery in cooperation with the Canadian government, and the University of North Dakota assisted in the investigation.

## LESS DIFFERENCE BETWEEN SUMMER AND WINTER "GAS"

WASHINGTON, Oct. 6.—Summer gasoline and winter gasoline are becoming more and more alike, states the Department of the Interior as the result of a survey recently made by the Bureau of Mines of the motor fuels sold in various cities of the country. This seasonal variation in the characteristics of summer and winter gasolines, though still present, has nearly reached an apparent state of minimum fluctuation, the bureau found.

The survey just completed is the eighth semi-annual motor gasoline survey made by the Bureau of Mines. Gasolines were tested as found in the markets of ten cities.

The present survey shows an interruption in the apparent tendency toward greater uniformity in the character of gasolines marketed in various sections of the United States, which had been indicated in the surveys made from April, 1917, to January, 1922, and which had been arrived at by averaging the end points of the 10 per cent of the least volatile and most volatile samples of gasoline.

The difference in average and points, which amounted to 115 degrees in April, 1917, had decreased to 54 degrees in January, 1922, and rose to 71 degrees in the survey just completed.

Comparison of the July, 1922, and July, 1923, surveys show, on the whole, very little difference in the boiling point range of the gasoline sold during July of last year and that sold during July of this year. Comparison of the January, 1922, and January, 1923, surveys brings out distinctly the difference between summer and winter grades of gasoline. The differences indicate a somewhat slight decrease in volatility in the gasoline sold during the present summer.

Of the 158 samples collected, 109 failed to meet the Federal specifications revised October 21, 1922. The departure from Federal specifications in the majority of samples analyzed does not, however, exceed a few degrees.

## Early Decision on Anthracite Freight Rate Reduction

Hearing in Pittsburgh on the question of a reduction of freight rates on anthracite have come to a close before examiners of the Interstate Commerce Commission charged the eastern roads will not yet be dissolved, however, as it will be necessary to supplement the testimony before the examiners with formal briefs. These will have to be prepared and filed with the Interstate Commerce Commission before October 22. It is expected that the decision of the commissioners will follow soon after the filing of the briefs.

The coal miner usually brings home all supplies he has on hand, when a suspension is called, for he also to buy them. Miners are particularly careful of their dynamics which deteriorates rapidly. They usually take it home and put it behind the kitchen stove where it will be kept warm and dry.

It sometimes happens that the miners tools disappear if left in the mine and the courts have ruled they cannot collect from the company. Every dollar spent for tools and supplies cuts down their pay that much. Hence the care.

## 22,000 HARD COAL WORKERS ARE CALLED OUT

Long Series of Difficulties With Hudson Company Reach Crisis.

## ANTEATED RECENT STRIKE

Five Hundred Men Employed by Glen Alden Company Also Quit Over Alleged Failure of Company to Grant Promised Increase in Wages.

WILKES-BARRE, Oct. 8.—More than 22,000 men employed at the 22 mines and collieries of the Hudson Coal Company in Luzerne and Lackawanna counties were ordered on strike today following a long series of grievances dating back before the general anthracite strike of last month.

The United States Steel Corporation, in September, operating at an average rate of 87 per cent of output capacity, produced about 3,587,750 tons of steel which was at a rate of 71-1/2 per cent of capacity, for a total output of 42,226,340 tons a year.

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SCRANTON, Oct. 8.—Claiming the men Alden Coal Company had not increased their wages 500 men employed in the Dodge mine went on strike today following a long series of grievances dating back before the general anthracite strike of last month.

The steel companies which report to the American Iron and Steel Institute, including the Steel Corporation, had a September output of ingots amounting to 3,150,283 tons which was at a daily rate of 12,371 tons.

In August these companies produced 3,726,754 tons equivalent to a daily output of 75,270 tons.

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## The Weekly Courier.

THE COURIER CO., Publishers.

HENRY F. SNYDER,  
Founder and Editor October 12, 1916W. K. SNYDER  
President, 1916-1924THE COURIER CO.,  
PublishersJAMES J. DRISCOLL,  
President and General Manager.GEORGE M. HOSACK,  
Vice-ChairmanMISS R. A. DONOGHUE,  
Secretary and TreasurerJOHN L. GANS,  
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STOCKHOLDERS holding more than  
one per cent of the stock: Estate of  
K. M. Snyder James J. Driscolll and  
R. A. Donoghue, Secretary and  
Treasurer; J. L. Gans Connellsville, Pa.SWORN AND SUBSCRIBED BEFORE  
ME THIS 3RD DAY OF OCTOBER 1924  
BERTHA CUNNINGHAM,  
Notary Public.

HURSDAY MORNING, OCT. 11, 1924.

GROWTH OF THE BUILDING &  
LOANS.Recently published statistics giving  
information concerning building and  
loan associations show the steady  
growth and the amazing proportions  
attained by this First Aid to Home  
Ownership.During the past eight years the asso-  
ciations in the United States have  
increased from 6,800 with assets of  
\$1,481,287,875 and 334,439 members  
in 1915 to 10,000 associations with  
\$3,342,40,953 assets and 5,864,143  
members in 1923. The loan in assets  
in 1922 over 1921 alone was \$40,765,  
332. Data for 1924 will not of course  
be available until after the close of  
the year but it is estimated that the  
tabulation when made will show  
even a larger increase over 1922.The building and loans in 1923 did  
not originate in the United States but  
it has been developed here to a greater  
extent than in any other country in  
the world. It has in fact assumed  
the importance of a national institu-  
tion alongside savings banks in the  
stimulation of thrift among the people.  
The conduct of associations and the  
safe guarding of funds deposited by  
with the immigration problem. The  
members have been the subject of  
legislation in every state where his  
influence on four houses.Almost every community has an  
association within its boundaries or  
in nearby towns making means avail-  
able to practically every person who  
has the very prudeworthy desire to  
become owner of his or her home.While some persons of large in-  
come or means are depositors in  
building and loan associations be-  
cause of their safety the vast major-  
ity of members are found in the ranks  
of the wage earners and proprietors  
of small business enterprises. In the  
latter case the depositors have formed  
the resolution to lay by some part of  
their weekly or monthly earnings or  
profts. Not infrequently the money  
paid in monthly dues represents ex-  
penditures that were formerly made  
for something the member has de-  
cided is unnecessary or perhaps  
of little value than a steadily  
growing deposit in a building and  
loan association whether it is intended  
to form the nucleus of a home  
buying fund or to remain in the asso-  
ciation as a dividend earner.But whatever the specific purpose  
or object of the member the important  
fact is that he or she is practicing  
thrift, a habit that should begin at  
the same time a young person becomes  
a wage earner.Connellsville is exceptionally well  
equipped with building and loan asso-  
ciations all carefully managed and  
ready at all times to extend their  
facilities to persons who wish to be-  
gin saving money systematically and  
regularly or who are desirous of  
realizing their ambition to become  
possessor of their own home. If not  
familiar with the methods by which  
they operate you ought to get in  
touch with the secretary of one of the  
three local associations at the first op-  
portunity and take the steps necessary  
to enroll yourself as a member.A LOSSES AND EXPENSES  
TAX.When owners of automobiles make  
their applications for license for  
1924 they will find the effects of and  
part of the price for a foolish and  
unnecessary law enacted by the last  
Legislature and approved by Governor  
Pinhot with no greater show of  
reason or justification unless it be to  
swell the revenues of the state.This extraneous piece of legisla-  
tion is the act requiring the registration  
of title or ownership of motor  
driven vehicles, for which a fee of  
\$2.00 is exacted in addition to the  
regular owners license charge. While  
in a short time blanks will be sent  
to automobile owners by the State  
Highway Department which when  
filled out as directed will return with  
the required registration will  
constitute an official registration of  
title to cars. These forms are to be  
forwarded to the department with the  
application for license and are ex-  
pected to be in Harrisburg in suffi-  
cient time to make possible the ship-  
ment of license plates before December  
31. Notice has already been  
given as in previous years that it  
will be unlawful to drive a car with  
a "92" license plate on and after  
January 1, 1924.Governor Walton of Oklahoma has  
more courage than the public he  
led. He has committed intransigence  
to the lawyers

The supreme folly and uselessness  
of this law lie in the fact that it  
requires what is in effect a duplication  
of records with respect to car  
ownership. Under present regulations  
all the information required for  
registration under the law has  
already been given when in applica-  
tion has not made for the annual  
license. The department has at all  
times to identify and other facts  
which identify the owner. It is now  
law will provide nothing in addition.  
There may be some change in the  
forms and terms provided in the  
section of general consumer protection  
which should be inserted in the in-  
formation given will be reflected in  
the same as now turned over.

For these reasons automobile own-  
ers have no cause and even avoid  
any good purpose other than those  
giving place to it without delay. It  
is ridiculous. Making car owners  
as additional expense for the  
large majority of them that  
the state will have to let go to  
add to its revenue. And this is  
why this was not included in the  
estimated revenue when in the  
form of its initial income tax. One  
of the chief costs of the new  
automobile law is the added  
expenses.

Now this automobile owners  
law is a real and by far greatest  
burden to the citizens of this state.  
It is through Little Island and  
the other gate of immigration that  
immigration to the revolution ary  
forces must enter the country  
then these gates would be as  
absolutely and as quickly as Con-  
gress could act. I learned more  
than little about the history of  
the thousands of times for  
smuggling arms and drink into  
America and of the socialistic  
ideas that spread from his focus all  
the world but these disturbed me  
not at all as compared with the  
evidence that from this card  
spot by a variety of method and  
from assorted motives a stream of  
unassimilable life enters again  
to all American ideals in being  
directed toward the United States.

It is not merely to save Amer-  
ica itself that we should try to  
keep America American but  
primarily in order to save an  
imperial civilization.

The American Federation of Labor  
considers the subject of immigration  
from a militarist rather than a  
patriotic aspect. The concern of this  
organization over an influx of  
Europeans arises from the fear of  
the balance of power now maintained  
by organized labor may be disturbed.

If there is no need of any of the  
stretches now imposed on admis-  
sion of aliens preserving its  
entirely hostile attitude toward every-  
thing the employing class favors or  
proposes the Federation of Labor  
gives notice that Congress will be  
called upon to decide between the  
right of unorganized labor and the  
preservation of our people and  
with the immigration problem.

A plan of industrial discipline, hanging  
judge R. P. D. on 1/25, caused  
this case of alien workers in  
order they will only be threat-  
ened by increased but less will  
give up a portion of his time he  
can do and less less involved  
higher standards of living and  
raise from \$1.00 to \$2.00 net  
income improvement from six  
months to two and on half years  
of saving we can see on  
the surface by grants of  
the evils of people after a  
year's period of trial it is  
probable that he will have in  
the minimum a profit.

While the attitude of the our  
people is a poor white slave  
industry in improving  
standards of living to  
provide the segment which  
except among the ranks of the gam-  
blers, alcoholics and other low  
moral character is the only  
important factor for maintaining  
the standard of living.

This attitude of the our  
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# Prison Sentences Hereafter For Persons Convicted of Gambling and Booze Selling

**udge F. H. Reppert Serves \$20,300 IN FINES  
Notice at Weekly Session of Court Today.**

## INES ARE INCREASED

Townsville Cripes Penalized \$2000 and Two and Half Years in Prison Following Two Raids; Claimed Liquor Was Used Internally

Liquor sentences in all state cases wherein gamblers and violators of liquor laws are found guilty were made Tuesday morning by Judge F. H. Reppert at the weekly session of court. The total sentence was \$20,300. Nine defendants appeared for sentence. It was the judge's license court term nearly a year ago, except it is now longer than the record one of 15 years.

Sentences included the following not reported in the Court yesterday: James V. Johnson Vanderbilt it costs \$250 fine and six months to jail with suspension at the expiration of two months if the fine and costs are paid within two months.

Clinton Seats of Connellsville committed to Morganza on conviction of assault upon Charles McKeever, minor son of L. J. McKeever of South Connellsville.

Oliver Gibson of South Connellsville sentenced to Morganza on charges of encouraging a personified by his mother, Mrs. Mary E. Gibson.

By an order of court Mary E. Gibson of Connellsville charges her name to Hilda Gilbert.

F. D. Munson W. F. Birne and J. E. Ellis were appointed as a board of viewers to assess benefits and award damages resulting from the improvement of two law avenues. Connellsville has been two months since Apple street and the south side of Fayette street, November, October 31 at 10 A. M. has been set aside for the view.

Blanche Lee II of Mount Braddock was awarded a decree of divorce from Joseph P. Tracy of Point Marion on grounds of cruelty. She was married May 25, 1920 at Uniontown.

Mrs. Petrelli testified before the referee that her husband had allowed her to speak openly, was very jealous of her threatened fidelity and slept with a 45 automobile revolver under his pillow.

The Karolovich of Elm Grove was awarded a decree of divorce from Annie Karolovich of Buffalo, N. Y. on grounds of adultery.

Frank Weider of German township penalized \$750 fine and 18 months to jail for manufacture and possession of beer. He will be paroled at the end of five months if fine and costs are paid.

Evelyn Owens of South Brownsville was fined \$250 and costs and sentenced to six months to jail for transporting four quarts of liquor to Pittsburgh weeks at a saw mill near Dunbar and she returned home. Her wife had left him and placed their four children among strangers.

Court held that she sold him she was tired of living house.

Charles J. McLean of Collier is seeking a decree of divorce from Mrs. Pearl McLean of East Akron on grounds of cruelty. They were married January 20, 1911 at Cumberland, Md.

Elizabeth Garvin of Star Junction is seeking a separation from Jess Coulter, address unknown on grounds of cruelty. They were married June 1908 at Cumberland, Md.

Reports of slaves appalled by the court to estimate a proposed bride over Tub Run known as Clevendale and also for the raising of a road in Upper Tyrone township leading from Valley Works to O'ostend near the Menocony Church property were approved by the court and ordered that the bridge be erected at the expense of the county and that the road be paved. The road is 400 feet long and is paved at places. It is the main route from Somerfield to Confluence and Orliph and will cost approximately \$750. At present an old frame structure is over the bridge.

All summer there have been frequent visits at the C. & G. Mullin farm north of town but it is not thought that these are the birds that have become lost or for some reason journeyed into town.

## Pheasants and Quail Flock Into Mount Pleasant

**MOUNT PLEASANT Oct. 2—Several pheasants and quail have been welcomed into the heart of the town and became separated and were seen in the yards throughout town. On the lawns of Robert Burkholder on College avenue there were several in a tree.**

On Saturday a mail flew into the carriage factory at Galey Brothers in West Washington street and was dashed to death against a window at the top of the building.

Sunday morning a pheasant on a tree in Vine street, a raccoon, a turkey, a fawn, a rabbit and a squirrel were seen along the street.

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## John T. Beattie Home First Time In Fifty Years

**DICKERSON RUN Oct. 3—Mr. and Mrs. John Taylor Beattie of Omaha, Neb. are visiting Mr. Beattie's cousin, Mr. and Mrs. James Beattie at Ettington, 40 years ago for the West and this is his first return visit.**

Mr. Beattie paid the home of his birth visit Monday afternoon. He was born at Broadford 8 years ago and Mrs. Beattie will leave for their home in 10 days.

## Dr. Fred C. Hetzel On European Trip

Dr. Fred C. Hetzel located in the practice of his profession in the Borough of Richmond, New York City has sent postcards to his friends in Connellsville announcing his safe arrival at Southampton, England on the steamer Bernardsale.

He will visit the British Isles and various countries on the continent after which he will attend courses of medical lectures in the universities of Paris and Leipzig for several months.

## Scottdale Child's Skull Fractured

**SCOTTDALE Oct. 3—Little Rhoda Ruth Hudson, 12 years old, daughter of Mr. and Mrs. W. H. Hudson of his place is in the Memorial Hospital at Mount Pleasant. She is suffering with a fracture skull.**

The little girl was struck by an automobile last night.

## MONONGAHELA BAPTISTS CLOSE 91ST CONVENTION

**Rev. F. H. Stevens and Rev. L. Williams Delegates to State Gathering.**

## 247 DELEGATES REGISTER

**Time for Next Meeting Set for October but Price is Left to Executive Committee.**

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